

HOME READING.

H. DODD.

Master said, and entered into rest,
No wearying wrath, nor meaning to be blest,
For love, howbeit wrought in vain,
To his poor soul, his brother, being old,
Was lost through satisfied desire,
And God's vestibule, and hears his choir
In merry music on their harps of gold.

But the deed of Very Love,
And he that for a score of centuries
Lived, and calls a continent his own,
And world-weary souls heaven's best sur-
prise,
Only at the threshold of the throne.

—The Spectator.

(REPRESENTATIVE OF THE BLOOMFIELD CITIZEN.)
The Magic Railroad.

ST. PAUL, MINN., Jan. 10, 1884.
The palace of Aladdin seems no more the
work of enchantment than does this magic
railroad with her fruitful fields, her
villages, her populous cities, her
factories, churches, gigantic
warehouses and palatial residences, where
yesterday roamed the Sioux and
Chippewa savages in an unbroken wilder-
ness, or were seen paddling their birch-
bark—the largest craft on the Upper
Mississippi. All has changed; and now
it is a city.

With smoking axles, hot with speed, with
wheels of fire and steam,
Yesterday roamed the Sioux and
Chippewa savages in an unbroken wilder-
ness, or were seen paddling their birch-
bark—the largest craft on the Upper
Mississippi. All has changed; and now
it is a city.

When Thomas H. Benton, in a speech
delivered at St. Louis in 1845, prophesied
that the men then listening to him should
see a railroad to the Pacific Ocean, and
the trade of China and Japan flowing
over it, he was believed to be an enthusiast,
if not a simpleton. In twenty-four
years his prophecy had been accom-
plished.

But Mr. Benton's pet scheme was a
railroad which was to connect with the
mouth of the Columbia River. This pet
scheme was also accomplished in 1883, on
the completion of the

NORTHERN PACIFIC RAILROAD,
which spans a distance of 2,000 miles in
an unbroken line from Lake Superior
on the East, to the waters of Puget Sound
on the West. It has opened up to settle-
ment the vast Commonwealth of Upper
Minnesota and Dakota, Montana, Idaho,
Washington Territory and Oregon. This
great road is now a welded chain—an
unbroken line, with rivets of steel and of
iron, rendering it as firm and indestruct-
ible as the mountain heights it has scaled.
It has bridged rivers, penetrated the
wild fastnesses of unknown forests,
crossed deep gulches, clambered steep
mountain sides, sped through fertile val-
leys and along the richest slopes, on to
the great Columbia with its splendid bay
of twenty-five miles in length. In a
word, it spans the Mississippi and Mis-
souri, crosses the Rocky Mountains; runs
along the Columbia, and has its terminus
on the shore of the greatest of great
oceans—the Pacific.

The completion of the Northern Pacific
has opened a new and shorter route to
China and Japan. Between Yokohama
and Hong Kong, and San Francisco, there
is in operation a present line of steamers
consisting of seven ships, with an
aggregate tonnage of 19,069. Steamers
leave San Francisco every twelve days.
The distance to Hong Kong is 6,400 miles.
The distance between the China ports
and Portland, Oregon, by the Northern
route, or great circle, is 800 miles less,
and the time would be three days less.
The average time from San Francisco
to Hong Kong is about twenty-six days,
and therefore it would be about twenty-
three days between Portland and Hong
Kong. With the putting on of the fast
line of steamships between Japan and
the Northern Pacific route the time will
be materially shortened, and as first
class fares obtain the highest prices, the
English trade can be diverted through
the United States. Oregon possesses the
regular facilities for the creation and
maintenance of a large foreign com-
merce. She possesses unlimited means
of building ships; plenty of timber, cop-
per, iron, coal, water power, agricultural
products; a harbor equal to that of
New York, and a maritime situation on
the direct line of that immense trade
carried on by the nations of the West
with the nations of the East.

COMMERCIAL RESOURCES OF THE PACIFIC COAST.

The harbor of the Columbia River looks
upon the ports of Russian America,
Alaska, the west coast of Mexico, Central
America, Peru, and Chili, on the Ameri-
can continent; and on the eastern part of
the Russian Empire, India, China, Japan,
Australia, and the Sandwich Islands.
The whole value of goods imported into
this harbor in 1882 was about \$754,669,000.
Of this amount, Great Britain imported
\$251,631,000, while the United States im-
ported only \$17,510,000, and during the
same period Great Britain received in
return, \$225,806,000, and the United
States \$35,836,000.

This vast advantage was secured by
Great Britain by maintaining her super-
iority in the carrying trade on the ocean,
and in all the navigable rivers of the
continent. With the Northern Pacific now
completed, all we need is a first-class line
of American steamers on the Pacific; and
the products of Japan, China, and
the East Indies could be laid at our doors,
here in St. Paul, in thirty days. This
golden harvest of trade is not yet ours,
but doubtless soon will be; for all under-
stand that the Columbia River, taken in
connection with Puget Sound, offers to
the commerce of the whole Pacific, the
most complete resources which the trade
of the world could require.

It is not too much to believe that in a
few years, there will be through the hills
of rolling between St. Paul, Yokohama,
London and Hong Kong, and the
factories to be manufactured in our rich
valleys, and by our great water powers,
will find a ready market with the mer-
chant princes of the Orient. Every intel-
ligent citizen of this great Northwest
looks forward in fancy to a day, when the
busy millions who will occupy this sec-
tion of country, shall all be engaged in
the busy hum of peaceful industry, and
thereafter control and maintain that
supremacy in the carrying trade of the
Pacific, and control that commerce which
has ever enriched, beyond computation,
the people who have held it in their grasp.

THE TWIN CITIES.

Within the sweep of a radius of ten
miles from the junction of the Minnesota
and Mississippi rivers, are enclosed the
great community known as St. Paul and
Minneapolis, the one lying at the head

of navigation on the Mississippi, and the
other, ten miles up the river, near the
falls of St. Anthony. They are as allied
to each other in business interests as they
are in geographical situation. They are
identified to-day in everything relating
to the future, and may almost be iden-
tified as one vast community, comprising
an aggregation of 300,000 people. Their
rapid development and magical growth
during the past year, must command the
admiration of the world.

In these cities, during the past year,
there were erected 984 business buildings
and blocks, 140 public buildings and
structures for manufacturing purposes,
and 5,576 residences, making a total of
6,700 structures. The sum actually ex-
pended during the past year in the con-
struction of buildings was \$17,494,400.
The cost of other buildings now under
way, or for which the plans are ready, is
estimated at \$6,822,000. The increase of
the number of buildings in 1883 over 1882
is 1,943. These facts and figures show a
wonderful expansion, a marvelous activi-
ty, and a firm confidence in the future.
Their accuracy is unquestionable, as the
statistics were most carefully prepared.

BRADSTREET'S REPORT OF BUILDING STATISTICS.

For the eight months of 1883, as credited
to the nine principal growing cities of the
United States—exclusive of New York—is
as follows:

Chicago expended	\$12,780,000
Cincinnati	11,000,000
Cleveland	3,750,000
Denver	3,000,000
Detroit	2,580,000
St. Paul	2,580,000
Minneapolis	2,310,000
New Orleans	3,000,000
Des Moines	2,750,000

Thus it will be seen that St. Paul stands
the third, and Minneapolis the fourth on
the list.

ST. PAUL EPITOMIZED.

The original plat was incorporated in
1849; population then 400. Population in
1880 was 10,000; in 1870 pop. 20,300.
Population in 1883, increased to 100,000.
Amount expended in 1883, on
new buildings, \$10,582,350.
Valuation on real and personal
property in 1883, 60,000,000.
Banking capital in 1883, 6,370,431.
Amount of wholesale business
in 1882, 66,628,404.
Manufactured products in 1882, 22,390,589.
Custom House collections, 1882, 45,247.
New buildings, erected in 1883, 1,935.
Date of transfers of Real Es-
tate, recorded in 1883, 4,874.
Consideration named in Deeds,
recorded 1883, 13,981,331.
Daily passenger trains in and
out of St. Paul, 1883, 155.
Number of churches, 67.
Public school buildings, 12.
Number of Private schools and
Academies, 23.

ST. PAUL, THE GATEWAY TO THE NEW EMPIRE.

This city is the acknowledged railway
centre of the Northwestern system.
Nine great railway corporations make
this city their headquarters, or principal
terminus. The general offices of the
Northern Pacific Railroad Company have
just been completed. It is a massive
building, four stories high, and cannot be
excelling in solidity, elegance and practical
appointments. The halls are laid in tiles,
and the side walls, for a distance of four
feet above the passage way, are glazed
brick of different colors. All the offices
are substantially, and many of them
elegantly furnished with vaults and safes.
A patent hydraulic elevator, in the best
and most approved style, runs from the
basement to the top of the building,
and the car is a specimen of fine work-
manship. The cost of the building, etc.,
was \$200,000.

St. Paul lies between the mouths of
two fine, navigable rivers—the St. Croix
and the Mississippi—and is the head of
navigation on the Mississippi, and the natural
terminus for railways, which in turn
make it the commercial centre of an area
of the most fertile country in the world,
which exceeds in tillable acres the entire
area naturally tributary to both New
York and Chicago. It is in fact the gate-
way to the greatest Northwestern Em-
pire which is soon to develop into the
most prosperous and richest region of the
American Continent, and through which
the trade and commerce of China and
Japan, as well as that of the Northwest
must pass in its movements between the
oceans.

THE WHOLESALE BUSINESS IN ST. PAUL
has developed rapidly. In 1870 the aggre-
gate of the sales amounted to \$9,813,000;
in 1878 it had increased to \$31,639,500, and
St. Paul was then acknowledged to be a
formidable rival to St. Louis, Milwaukee
and Chicago for the trade of the North-
west. In 1881 the sales aggregated
\$46,555,960, and at the close of 1882 it was
estimated that St. Paul contained no less
than 276 first-class wholesale houses,
54 of which each did a business ranging
from \$100,000 to \$350,000 annually; 40
ranging from \$250,000 to \$500,000; 10
from \$500,000 to \$1,000,000; 4 from \$1,000,000
to \$2,000,000 each, and six aggregating
\$19,466,354 during the year. The volume
of business in 1883 aggregated the grand
total of \$62,828,494, surpassing that of
1882 by \$30,072,495. It is estimated that
it amounted to \$85,000,000 in 1883, as it
had largely increased. But I am re-
minded that space in your paper, as well
as your patience, must be limited, and
that dry statistics are not always the
most enjoyable reading, and I will close
with a few words respecting

THE CLIMATE, TEMPERATURE, ETC.

The atmosphere here is very dry and
clear, and not changeable as in the East;
and consequently colds and coughs are
almost unknown. It never rains here
during the winter months; and the first
dew that falls in any depth usually re-
solves in the ground till spring. In old
territorial days it was said of certain sec-
tions of Minnesota, that it became
necessary to kill some one to start a vil-
lage burying-ground, because it was too
healthy for any one to die a natural
death. I cannot fully subscribe to this
as a fair statement of fact, for Minnesota,
like any other section, has its full share
of afflictions, and physicians seem as
plenty here as in other places. But yet
it seems quite healthy, and there are
many kinds of diseases not peculiar to
this section, and which are modified or
relieved by a residence here. Of these
we may mention malarial fevers and pul-
monary complaints, on which the climate
has a favorable effect.

During December it was quite mild
here; but so far this month it has been
intensely cold, the temperature ranging
most of the time from 10 to 25 degrees be-
low zero, and has been as low as 37° be-
low.

This is a beautiful, clear, bright, lovely
morning, or rather seemingly so to one
sitting in a warm room, and looking out
upon the sun rising in all its glory—but
just go outside—whew! how intensely

cold! and how comical men look passing
and repassing before the eye. Here
comes one, wrapped in a huge buffalo
overcoat, with his fur cap pulled down
over his ears and eyes, while from his
mustache and whiskers are dangling long
icicles; and there goes a span of black
horses, seemingly white, for they are so
painted by the winter's frosts. Get into
the horse car, and it is seemingly as full
of steam as Bridget's summer kitchen on
a wash-day morning, for every one is
breathing out volumes of heated steam,
one stream from the mouth and the other
from the nostrils, and a huge volume goes
forth at every respiration. 'Tis a cold
morning and no mistake, for our ther-
mometer indicates 30° below, and the
crispy snow gives a metallic ring at each
footfall, and the telegraph wires, tightened
and contracted by the intense cold, are
ringing out sweet music, like Memnon's
harp when touched by the wind. This
music can be heard at a considerable dis-
tance on a cold night, when the blizzards
are sweeping across the prairies.

Yes, 'tis cold! for I now see the two
sun-dogs following their master (seen only
in very cold weather), one on each side,
some little distance off, and thus they
will keep on all day, and go down in the
Western horizon, appearing like the
setting of three suns.

F. C. BLISS.

List of Letters

Remaining unclaimed in the Post Office
at Bloomfield, N. J., on Wednesday,
Jan. 24th.

Bar, Mari
Bowman, Miss Jos.
Briggs, M. L.
Chatzziel, Madame
Campbell, Mrs. care
Mrs. Williams
Cook, C. K.
Dunning, Hannah
Harrison, M. D.
Hiles, Emily
Johnson, Nancy
Krueger, Edward
Lyon, Mrs. Etta
O'Hara, Bridget
McNamara, John
McManus, Anna M.
Miller, Mrs. Lucinda
Milkie, Mrs. Edw. E.
Murphy, Annie
Pier, George
Sandford, Corey
Schultz, F. S.
Steib, M.
Tierney, Mrs.
White, Herman
Williams, E. W.
Wolfe, C. M.

Any person calling for the above will
please ask for "advertised" letters.
H. DODD, P. M.

REAL ESTATE.

Wanted to Rent.

Houses from \$15 to \$50 per month; also, Fur-
nished Houses, from \$40 to \$100 per month.
As I am now making up my list for the season
of 1884, I respectfully request all owners of Real
Estate, in Bloomfield and vicinity, desiring to
Rent, Sell or Exchange their property, to place
the same on my books at their earliest convenience.
No charges except sales, rental or ex-
change is made.

THOMAS B. BAXTER,
Real Estate and Insurance Agent,
Post Office Building.

For Sale Low.

In the Morris neighborhood, The homestead
dwelling of the late Peter Greshing, with barn
and one acre of land. The building is nearly
new and in perfect order. The house has eight
rooms, and the barn has stalls for two horses.
Good well and cisterns. Plenty of fruit and
shade. Immediate possession. Will be sold at a
low price and on easy terms to close the estate.
Apply to
THOS. C. DODD, Executor.

To Rent.

On Park ave., a two story and extension house
containing seven rooms, cellar, bath and
room; half an acre of ground, well stocked with
fruit. Apply to E. W. CHITTERTON, on the
premises.

For Sale Low, Bloomfield, N. J.

ON BAY AVENUE.

Modern House, 10 Rooms, Furnace, Range, Hot
and Cold (Spring) Water, Gas, Burglar Alarm,
Etc. House and Barn complete order. Garden
with Choice Fruit and Vegetables. Possession
immediately. Apply to H. DODD, P. M.
to D. OSBORN, 619 Broad St., Newark, N. J.

TIME TABLES.

Carefully corrected up to date.

DEL. LACK & WESTERN RAILROAD.

Barclay and Christopher Street Ferries.

TO NEW YORK.

Leave Montclair—6:03, 7:15, 7:55, 8:28, 9:15, 10:35
11:35, a.m. 12:50, 1:40, 3:30, 4:45, 5:25, 6:10, 6:57,
8:15, 9:40, 11:05 p.m. 12:20 a.m.
Leave Bloomfield—6:08, 7:19, 7:59, 8:32, 9:19,
10:39, 11:39 a.m. 12:36, 1:35, 3:35, 4:49, 5:29, 6:15,
7:05, 8:29, 9:45, 11:10 p.m. 12:25 a.m.
Arrive Newark—6:23, 7:30, 8:10, 9:30, 10:50, 11:50
a.m. 1:08, 1:58, 3:47, 5:00, 5:40, 6:38, 7:26, 8:37,
10:08, 11:22 p.m. 12:34 a.m.
Arrive New York—6:50, 8:00, 8:40, 9:10, 10:00,
11:20 a.m. 12:20, 1:40, 2:30, 4:20, 5:30, 6:10, 7:10,
7:55, 9:10, 10:40, 11:55 p.m.

TO NEW YORK.

Leave New York—6:30, 7:20, 8:10, 9:30, 10:30, 11:20
a.m. 12:40, 2:10, 3:40, 4:20, 4:50, 5:30, 6:20, 7:10,
8:30, 10:00, 11:15 p.m.
Leave Newark—6:40, 7:15, 7:58, 8:43, 10:03, 11:03,
11:53 a.m. 12:13, 2:44, 4:13, 5:26, 6:03, 6:53, 7:48,
9:03, 10:38, 11:53 p.m.
Arrive Bloomfield—6:51, 7:26, 8:09, 8:55, 10:15,
11:15 a.m. 12:05, 1:24, 2:55, 4:24, 5:04, 5:37, 6:15,
7:05, 8:29, 9:44, 11:10 p.m. 12:25 a.m.
* Indicates that train does not stop at Newark.

NEW YORK AND GREENWOOD LAKE R. R.

Chambers and 23rd Street Ferries, New York.

TO NEW YORK.

Leave Upper Montclair—5:28, 6:57, 7:49, 8:47
10:47 a.m. 1:26, 4:45, 3:42, 6:50, 9:58 p.m.
Leave Montclair—5:33, 7:02, 7:55, 8:53, 10:52 a.m.
1:34, 3:47, 4:50, 6:50, 9:03 p.m.
Leave Bloomfield—5:38, 7:06, 7:59, 8:57, 10:56
a.m. 1:40, 3:51, 4:54, 6:58, 9:08 p.m.
Arrive New York—6:25, 7:50, 8:40, 9:40, 11:40
a.m. 2:25, 4:40, 5:40, 7:55, 10:05 p.m.
Trains marked * will run Saturday nights only.
Sunday trains from Montclair at 8:04 a.m. and
5:28 p.m.

FROM NEW YORK.

Leave New York—6:00, 8:30, 12:00 a.m. 3:40,
4:40, 5:40, 6:20, 8:00 p.m. Leaves 23rd Street 15
minutes earlier.
Arrive Bloomfield—6:40, 9:21 a.m. 12:43, 4:19,
5:24, 6:20, 7:05, 8:39 p.m.
Arrive Montclair—7:02, 9:25 a.m. 12:49, 4:29,
5:29, 6:26, 7:11, 8:46 p.m.
Arrive Upper Montclair—7:06, 9:29 a.m. 12:53,
4:28, 5:31, 6:31, 7:16, 8:50 p.m.
Also a Saturday train from New York at 12 m.,
for the accommodation of theatre-goers, arriving
at Montclair at 12:52 a.m.
Sunday trains from New York at 8:45 a.m. and
8:15 p.m.

To Owners of Horses!

We can offer special inducements to those
who intend to lay in a supply of Horse-feed,
such as

Oats, Bran, Corn Meal, Etc.

JOHN H. BOSCHEN & BRO.,

10 Barclay St., N.

SCHERFF'S
PHARMACY,
Cor. Glenwood & Washington Aves.,
BLOOMFIELD.
PURE DRUGS.
CHEMICALS, Etc.
Open Sundays from 9 A.M. to 1 P.M., and 3 to 6
and 7 to 9 P.M.
Prescriptions Carefully Compounded,
DAY OR NIGHT

R. M. STILES,
DEALER IN
LEHIGH COAL,
At following low prices from May 1:
STOVE SIZE, \$5.75 Delivered.
NUT SIZE, 5.75
FURNACE SIZE, 5.75
— ALSO —
OAK WOOD,
SAWED OR SPLIT, AT \$8.00 PER CORD.
Office adjoining W. L. de Store.

A. & J. H. TAYLOR,
Opposite Post Office,
Practical Plumbing,
GAS FITTING,
AND STEAM FITTING.
All kinds of Tin Work.

HOT AIR FURNACES
Portable and Brick Set,
ALL STYLES OF
LIFT AND FORCE PUMPS,
Stoves, Ranges and Heaters,
IN VARIETY.
ALSO DEALERS IN

House Furnishing Goods.
A. & J. H. TAYLOR,
Opp. Post Office, Bloomfield, N. J.
ESTIMATES GIVEN.

ALWAYS GOOD INVESTMENTS.
SPRINGFIELD
Goods loaned
Holidays

Wedding Outfits, Matchings, Presents,
AT LAWRENCE'S
NEWARK CHINA STORE,
611 Broad St., opp. Trinity Church.

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PRACTICAL
PLUMBER,
STEAM AND GAS FITTER,
Tin, Copper, and Sheet Iron Worker,
HARDWARE,
STOVES, RANGES, HEATERS, &c
Glenwood Ave., Bloomfield, N. J.

JOHN G. KEYLER,
GENERAL FURNISHING
UNDERTAKER.

EVERYTHING PERTAINING TO THE
BUSINESS FURNISHED.

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Montclair, Bloomfield,
AND NEW YORK
EXPRESS.
OFFICES:
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R. M. Dodd's Livestock Stables, Bloomfield,
J. G. Crane & Son, Montclair.
PIANOS AND FURNITURE MOVED.
Goods forwarded to all parts of the World.

CYRUS F. PIERSON,
DEALER IN
Choice Staple and Fancy Groceries,
ELGIN CREAMERY BUTTER.
Minnesota Patent Flour
A SPECIALTY.
Gilmore's Crackers, Crockery and Glass
ware, Feed, Corn, Oats, Hay and Straw.
GOODS DELIVERED FREE.
Broad Street, Bloomfield, N. J.

Great Reduction
IN THE PRICE OF
Passage Tickets
FROM
The Old Country to America.
PREPAID STEERAGE RATE FROM
GREAT BRITAIN TO NEW YORK,
\$20 and \$21.
GOOD FOR ONE YEAR.
AGENTS FOR ALL LINES.
MARTIN R. DENNIS & CO.,
739 BROAD STREET,
Next to Post Office, NEWARK, N. J.

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AMERICAN Office, 23 Broadway, New York.

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When you go to Newark that
ALBERT & BAYLEY
Have opened a New First-class

SHOE STORE
— AT —
449 BROAD STREET,
Near D., L. & W. Depot,
Where you can find FIRST-CLASS GOODS AT A
LESS PRICE than at any other shoe store
in Newark.
449 Broad St., Newark.
ALBERT & BAYLEY.

HUGH F. RANDOLPH,
Wholesale and Retail Dealer in
FREE BURNING AND LEHIGH
COAL.

YARDS, 59 Sheffield Street, cor. M. & E. R. R. Ave.
119 First Street, cor. Sussex Avenue.
NEWARK, N. J.
Telephone No. 101. Coal delivered in all parts of Bloomfield.

WALTER M. HOPLER.
Beef, Mutton, Lamb, Pork, Poultry, Fruit and Vegetables.

PRICE LIST.
Porter House Steak, 20 to 22c per lb. Potatoes, \$2.00 per bbl.
Sirloin, 18 to 20c " " 80c " bu.
Round, 14 to 18c " " 24c " pk.
Chuck, 12c " " 25c " "4
Roast Beef, 12 to 18c " " 50c " "
Boiling and Corned Beef, 7 to 14c. " " 15c " "
Hind Quarter Lamb, 13c. " " 12c " "
Fore Lamb, 12c. " " 18c " "
Lamb, 10c. " " 12c " "
Lamb or Mutton Chops, 15 to 18c. " " 15c " "
Stew Lamb or Mutton, 8 to 10c. " " 20c per lb.
Pork, 12c. " " 3c each, 30c per doz.
Sausages, 12c. " " 2c " 18c " "
Trenton Sausages, 14c. " " 3c " 25c " "
Pork Tenderloin, 16c. " " 15c per qt.
Live, 10c. " " "
Box Oysters, \$1.50 per 100
Steaming " 1.00 " "
Clams, 60c " "

TERMS CASH.

WALTER M. HOPLER, BROAD ST., BLOOMFIELD.
Three doors from Post Office.
Glenwood Ave. Market,
BLOOMFIELD, N. J.

WM. J. MADISON, Proprietor.
Mr. E. B. Corby having given up the Butcher business, I invite his former
customers to give me a call. I sell the BEST QUALITY OF
FRESH, CORNED, AND SMOKED MEATS.
ALSO
Fruit and Vegetables
(Of all kinds in their season.)
WM. J. MADISON, Butcher.

BOYNTON & RICHARDSON,
No. 94 BEEKMAN STREET, NEW YORK,

Inventors and Manufacturers of the

Patent Duplex Furnace,

AND
EXCLUSIVE OWNERS AND MANUFACTURERS: